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**INFORMATION REPORT**

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COUNTRY Indonesia (Sumatra)

SUBJECT Belawan, Port and Terminal Information

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SUPP. TO  
REPORT NO.Port InformationGeneral Description of Port

	<u>Entrance</u>	<u>Channel</u>	<u>Outside Anchorage</u>
Controlling depth (MLW)	27'	25'	60'
Mean tidal range	27 to 30'	25 to 27'	60 to 62'
Velocity of tide	Up to 3 knots per hour	Up to 2 knots per hour	Up to 2 knots per hour
Salinity of water	1.065	1.065	1.065
Nature of bottom	sludge	sludge	sludge

Due to a sandbank in the channel, the depth is 25' at low tide and 27' at high tide.

Max size of vessel - 450' length, unlimited beam, 27' draft.  
Limiting conditions:- 10,000 BRT

Vessels are not permitted to enter port or depart during hours of darkness due to government regulations.

Continuous dredging is required due to silting. This was started on 1 November 1952.

Pilotage is compulsory due to strong currents, weak jetty, dredger.

There are special harbor regulations regarding entering or leaving the port due to the strong currents, weak jetty, dredger and government regulations. There are no special harbor regulations regarding anchoring.

Navigational difficulties are encountered when entering or leaving the port due to the narrow entrance.

Two tugs of 4500 HP are available.

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-2-

There are no oil barges available.

Bunker fuel is supplied by Standard Vacuum Sales Co/Petroleum Board

Diesel fuel is supplied by Standard Vacuum Sales Co/Petroleum Board

Fresh water is supplied by Djawatan Pelabuhan Belawan

There is a machine shop for minor repairs only and a foundry for small parts only.

No drydock is available.

Petroleum Pier  
Sheds 18 - 19

Terminal - Belawan

Owner - Djawatan Pelabuhan Belawan - Indonesian Government

Used by - Petroleum Pier for all ships carrying white oils.

Sheds 18 and 19: Public general cargo berths

Berths and Approaches

	<u>Berth</u>		<u>Approaches</u>
	<u>Jetty</u>	<u>Sheds 18/19</u>	
Controlling depth (MLW)	27'	27'	25'
Mean tidal range	27'-30'	27'-30'	25' - 27'
Velocity of tide	Up to 3 knots per hour		Up to 3 knots per hr
Salinity of water	1.005		1.005
Nature of bottom	sludge		sludge

Max size of vessel - 450' length, unlimited beam, 27' draft.

Limiting conditions:- length 450', draft 27'.

Vessels cannot dock or undock during hours of darkness due to regulations of harbor master. Pilots are furnished to incoming ships between 0600 and 1600 hours and for outgoing ships between 0600 and 1800 hours.

Vessels can dock or undock at all stages of tide.

There is one tug available for docking but none for undocking.

Fires must be extinguished under ships boiler for white oil tankers but not for black oil tankers.

Loading (discharging) is permitted during hours of darkness for kero and black oil but not for mogas and avigas.

Shore steam is not available.

Shore electricity is available; 220 volts, 50 amperes, 50 cycles, 3 phase.

Fuel oil is available only at Sheds 18 and 19 - 8" line, 480 bbls/hr.

Diesel oil is available only at Sheds 18 and 19 - 2" line. Max delivery rate:- by railroad tank cars.

Fresh water is piped up to 5 tons/hr during daytime only.

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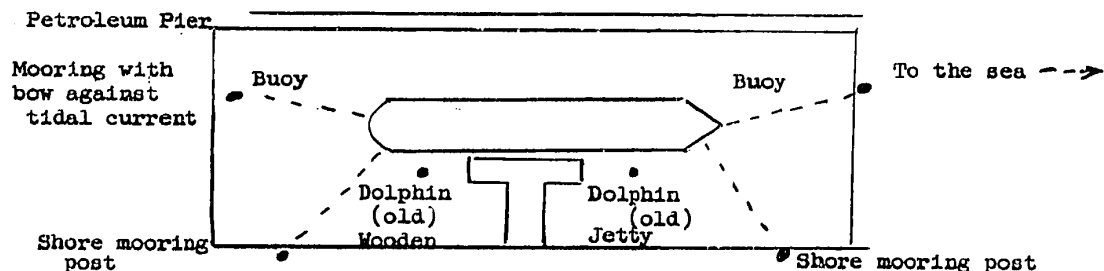
-3-

Shore Facilities

Grade	No	El (ft)	Cap (bbls)	No & Diam (in)	Length (ft)	Cap B/hr	Hose Conn No & Size	Max All'd Press
Mogas	1	21	20,000	1 - 8"	4030	1000	2 - 8"	40
Mogas	2	21	20,000	2 - 8"	4030	1000	2 - 8"	40
Kero	3	21.06	21,250	3 - 8"	4030	1000	2 - 8"	40
ADO	4	13.92	15,676	4 - 8"	4030	1000	2 - 8"	40
(Empty)	5	16.29	11,562	5 - 8"	4030	-	2 - 8"	40
Fuel oil	6	21.18	22,504	6 - 8"	4600	1000	2 - 8"	40
Ind Diesel	7	13.86	15,000	7 - 8"	4600	1000	2 - 8"	40

Mogas, kero, ADO and in future Avigas are handled by common pipeline.

Manner and Position in which vessel is moored:-



Sheds 18 and 19 moor along long concrete wharf with mooring posts.

In view of the narrow harbor entrance, which repeatedly becomes silted up, regular dredging has become necessary; the channel has been dredged from 27 to 30 feet.

Ships must remain at anchor outside the harbor to await their turn to enter, for in view of the narrow entrance only one ship may be piloted at a time into or out of the harbor.

White Oil Pier: There is at present only one 8" pipeline leading from this pier to the Belawan Terminal. This line is for tanker receipt only and handles Mogas, kero, ADO, and, in the future, Avigas.

Black Oil Pier - Shed 19: There are two 8" pipelines here, one for handling industrial diesel oil and the other fuel oil. These lines serve for tanker receipt as well as for bunkering.

As this pier is used for loading and unloading cargoes of all other ships, it often happens that B O tankers must await outside till this particular wharf is unoccupied or allotted to them, because the wharf capacity is too small for the large number of ships that call at Belawan.

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